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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XX • NUMBER 3 • JANUARY/FEBRUARY 2002



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: The last issue had an article on restoring 1937 Roadmaster and Limited (80/90 series) dashboards. Some 80/90 owners with original dashboards describe the color as a golden tan. Other owners say the original color is light gray. If you own a car with an original dashboard, please send me a description of the color. I will publish the results in the next issue. Or if you have any period Buick or Fisher Body literature on 37-80/90 dashboard colors, please send me a copy and I will publish it in the Torque Tube. My e-mail address is harrylogan@earthlink.net. Thanks.

An NOS 1937 Buick glove box clock was offered on the eBay Internet Auction in December.

The clock was described as:

A 1937 Buick NOS (in original factory box) Glove Compartment Electric Watch, Group # 9.772, Part# 980533.

It was bid to \$103.50 when I looked which was over the reserve amount, so it has been sold. Perhaps to one of our members.

Most '37 Buicks were ordered with the clock (Buick called it an *Electric Watch*. It cost \$12.25). The few cars ordered without the clock had a blanking plate with a Buick 8 logo to cover the hole in the glove box door. Today, these blanking plates

are much harder to find than the clock. When they were new. This period photo of a '38 and '36 Buick was sent in by **Bayard Guild**



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



(#1553) in Dover, Massachusetts. He says that although the two owners pictured are long gone, he knows the family and current members were able to identify the ladies.

The '38 appears to be a Special as indicated by the ivory colored steering wheel. '38 Big Series cars had the dark mahogany colored steering wheel. It appears to be a sedan as I can the front, rear and quarter windows on the passenger side. I can barely make out the hanging assist strap by the rear quarter window. And both cars have plain fenders. Both cars have blackwall tires and 1938 Pennsylvania license plates. The hood vent is up, indicating this photo probably was taken in the Summer or Fall of 1938. The driver's side wind wing is also partially open to let in air. Both cars appear to have identical square paper tags on the passenger side of the windshield, probably Pennsylvania license tags. The '38 has the BUICK 8 bumper badge and the longest end of the bumper is on top. Note the '36 bumper has rounded ends while '37 and '38 bumpers have two pointed ends.

Too bad the lady is blocking a sign. It appears to be a gas station sign as it lists gas, sales tax etc.

Baynard also wrote: "I've said it before and I'll say it again; *The Torque Tube* is just a pleasure, interesting, informative, fun, and somehow always leaves its readers with an especially good feeling about the club." Thanks for your kind words. This is what keeps me doing this job.



Received an e-mail from non-member Richard Rich "Expressing his thanks to Dave Tacheny for his above and beyond knowledge, honesty and information." For those who don't know, Dave is our largest supplier of used 37-38 Buick parts.

Bob Hamro (#775) in San Jose, CA needs some help in dating the two round porcelain Buick signs (top of page 4). Bob believes blue one on the left is from 1929 on and the red one on the right is from 1937 on. Does anyone
(continued on page 4)



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All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clibs.hemmings.com/1937-1938buick/>

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The TORQUE TUBE
1005 RILMA LANE
LOS ALTOS, CA 94022 USA

Editor:.....Harry Logan, #651

Art Director:.....Dug Waggoner, #10

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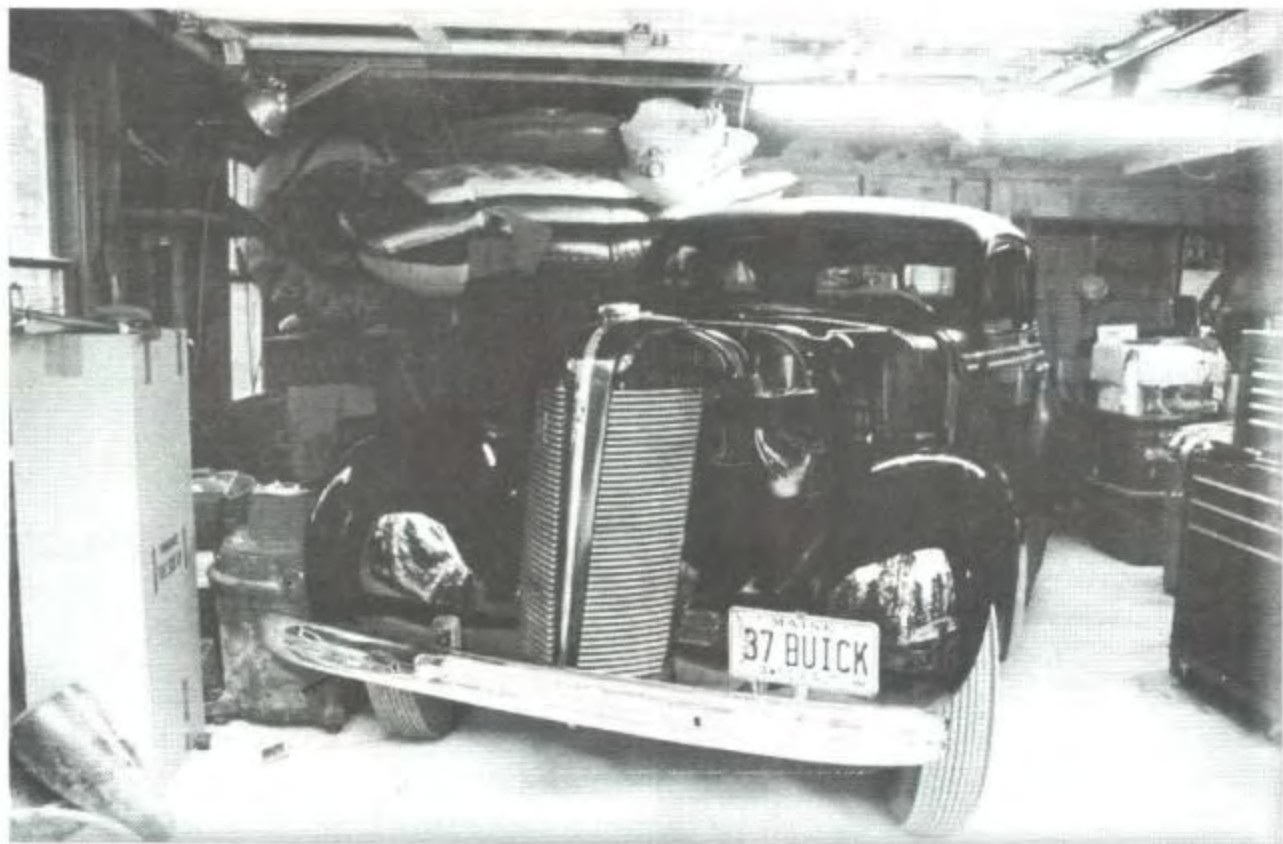
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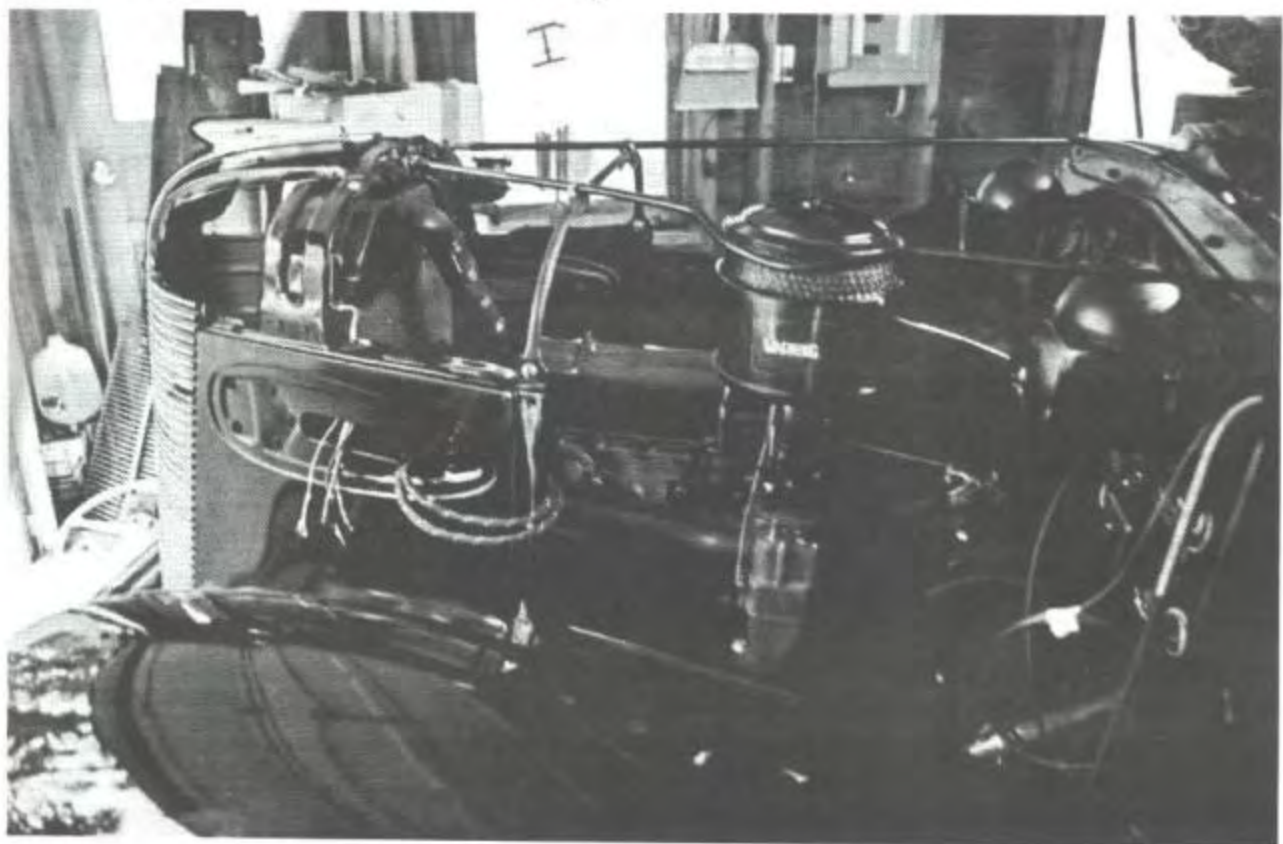
You can reach Harry Logan by
PHONE/FAX (650) 941-4587
or by E-mail: harrylogan@earthlink.net

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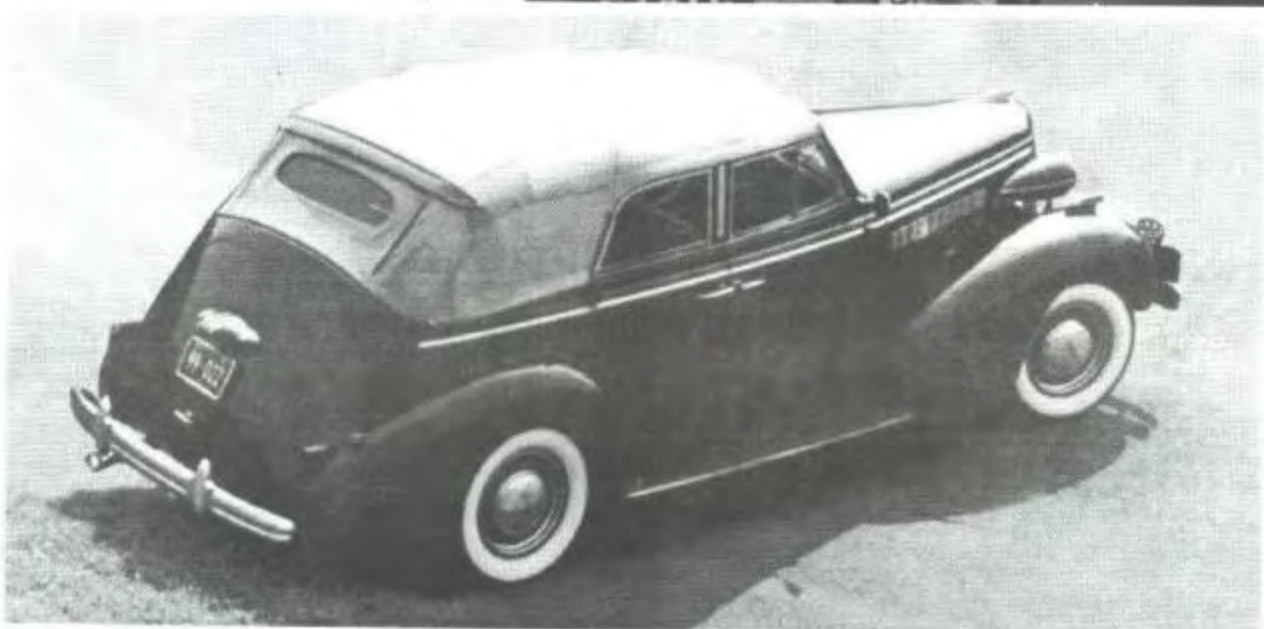


Ever so slowly **Dick Oellers** (#1075) in Maine is making progress restoring his 1937 Special sedan. He still has much body work, running boards and other things yet to do. Dick hopes to have it ready for the Maine State Parade in June.



know more about these signs. You can reach Bob at (408) 246-0239. E-mail: cbhambone@msn.com

Buick used only the British Measurement System when our cars were built. So why do I often include both British and Metric measurements in the Torque Tube? Well, about 20% of our members live in countries that use the Metric system. This includes several once British system countries who have gone Metric. I do this so Metric members can just read the article and not worry about converting the measurements. I use both systems

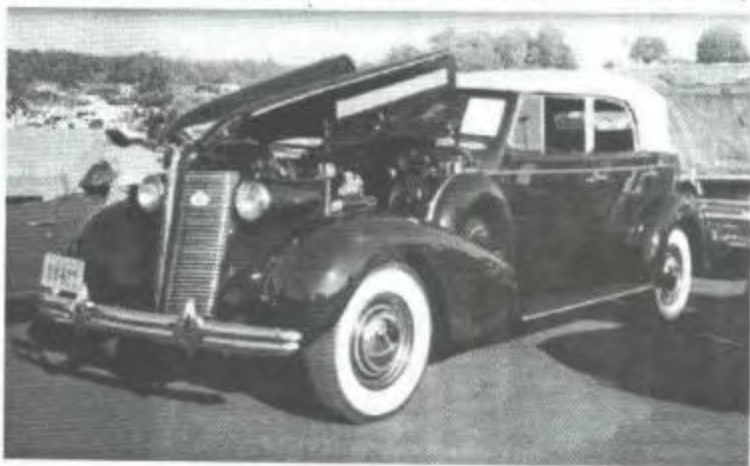


for temperature (*Fahrenheit and Celsius*), length (*feet and meters*), speed (*miles per hour and kilometers per hour*). Buick used only British system bolts, (7/16" x 5" coarse thread Big Series head bolts) so I only use British measurements in this case.

The article on The King's Car in the September/October Torque Tube caught **Andy Diem's** (#852) attention. Andy's late in-laws told him, that the Duke and Duchess of Windsor, upon one of their visits to the family home in Bedford, New York, were shown the family's 1937 Special Convertible Sedan Model 40C. The Duke commented that his Buick's of the late 1930's were the "best cars he ever

owned." Andy now owns the 37-40C, still showing the original top and "French Fold" (*no metal frame*) rear window in this photo (*above*).

Andy took this photo (*below*) of a beautifully



restored maroon 1937 Roadmaster Convertible Sedan Model 80C with New York license plates at the Hershey Autumn car meet last October. It had a prize-winning restoration. It was for sale but had not sold by mid-afternoon on the last day of the meet. You couldn't restore a 37-80C for the \$55,000 being asked.

The next three photos show a 37-46S Sport Coupe with two jump seats that was recently purchased by new member **Paul Dow** (#1625) in Florida. It is missing many parts including the cylinder head.

Paul hopes the missing parts are still in the garage the car has been stored in for many years. He hopes to collect the car and the missing parts and trailer them home soon. We wish him well on restoring his Sport Coupe. Hopefully the Torque Tube will help make his job a little easier.

Many of our members like watching movies. If you also like to catch movie mistakes like an actor wearing a digital watch in the film *Titanic*, go to this web site: www.movie-mistakes.com. They list over twelve thousand mistakes. For example, in the new film *Lord of the Rings*. In the scene where Sam and Frodo are in the field with the scarecrow, you can plainly see a car cruising past in the distance, from right to left.

This license plate topper for Buege Motors in Marinette, Wisconsin was recently purchased on the eBay Auction



by **David Gelin** (#1078). Judging by the Buick 8 logo on each end, it is of 1936 or 1937 vintage. Thanks for sharing it David.

If anyone is interested, I have ONE SET of early Torque Tubes. They are:

Vol. VI	No. 1-9
Vol. VII	No. 1-9
Vol. VIII	No. 1-6, missing 7, 8 & 9
Vol. IX	No. 1-9
Vol. XI	No. 2,4,5,6 & 7

See page 27 for other back issues for sale. The price is \$5 each, postpaid anyplace in the world.

This photo of a 1937 Buick ambulance was sent in by **Gene McCoy** (#573). Thanks to Gene and the Williston Park, NY Historical Society. It

was that city's first ambulance.

This 1936 right hand drive McLaughlin-Buick Special convertible coupe model 46C took part in the "Rally of the Incas" in South America. It has a cream colored body with red fenders and sidemounts. Its owner lives in the Great Britain. Thanks to **Paul DeLucchi** (#1246) for sharing this photo below.

A beautiful black 1937 Century belongs to **Jim Ishmael** (#1475) in Victorville, California. He was using it in a wedding when this photo was taken.

Happy



1937 Buick 1938 COVER CARS

Front Cover: The caption to this period photo featuring a 1937 Buick coupe reads: "SPEAKING OF COINCIDENCES." Four of the cuties who appear in the Warner Brothers musical "Gold Diggers of 1937" have been sharing an automobile to transport them to and from the studio. And when they applied for their 1937 license plates, guess what the number was? It included the numbers 1937, the year of their Buick and part of the movie's title. The date stamped on the back of the photo is 1/12/37. Gold Diggers of 1937 starred Dick Powell and Joan Blondell. Thanks to **David Gelinas** (#1078) who purchased this photo on eBay and then shared it with us.

Rear Cover: Smokin' em off the line. Here we see a race between a 1938 Buick coupe, probably a Century and what looks like a 1950 Mercury that's been chopped and lowered. A '38 Century coupe held a National Hot Rod Association class record for 25 years. They were the original factory hot rods. Thanks to **Gary Stafford** (#588) for sharing this photo.

1937-1938 BUICK EASTERN MEET

June 11 to 15, 2002

(Touring begins June 12)

***Come tour the Northeastern corner
of Ohio with us.***

Calender of events:

Maritime museum, a working lift bridge, winery, Crawford Auto museum, Amish cheese factory, President's home, an old fashion general store and large collection of vintage airplanes.

Tour from the shores of Lake Erie to the rolling countryside of Northeastern Ohio.

Plus lunches at a historic Inn & Amish cooking and picnic.

There will be a banquet, swimming at motel pool and poolside hospitality room.

Motel accomodations:

Days Inn, I-90 & Route 306

Phone: (440) 946-0500

FAX: (440) 946-5258

Willoughby, Ohio, 44094.

Queen size bed = \$55.50

2 full size beds = \$ 59.25

King size bed = \$ 66.75

Contact the motel to set up your own
reservations.

Mention 37/38 Buick Tour
when making your reservations.

Cut off date for reservations is 5/28/02.



Bob and Arlene Lawrence (#653)-Tour Directors

Phone: (813) 677-5192 in Florida

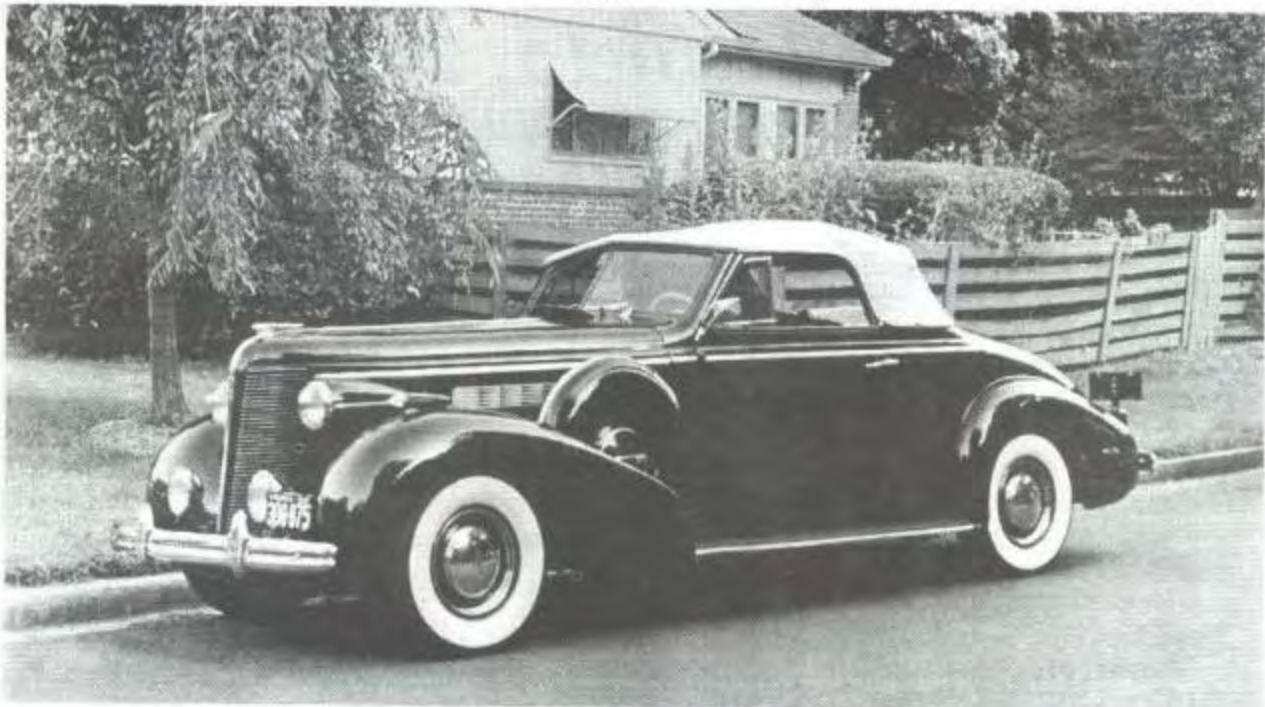
E-mail: AAMcMLawrence@aol.com

THE HISTORY OF MY 1937 *Century Convertible*

By Von Hardesty (#964)-Virginia

Owning an antique car often prompts curiosity about its genealogy. Seeking out the past sequence of ownership requires some detective work. Typically, there is no guarantee of success. Factory serial numbers, if original, provide the baseline information. These numbers are a genetic code of sorts, supplying data on where and when your Buick was manufactured. Knowing

ownership together was a daunting task, largely because so many titles are missing. The previous owner, Gary Dowden of Ojai, California, had some information, more on his restoration steps than any information on the lost genealogy of the car. So, I obtained the car without any historical documentation. However, the seller did supply one important disclosure: he did hire Gary Detwiler, a skilled mechanic, to over-



when your Buick emerged off the assembly line is the pivot for the genealogy search.

You turn first to the previous owner. More often than not, this person possesses some information, sketchy or detailed, on the lost chain of ownership. Of course, there are rare instances where the car was in one family for decades. Most of us, however, face the grim reality that our vintage car was not a single-owner vehicle. The passage of your car from a Buick showroom in the 1930s to your driveway is a long and nearly forgotten story.

When I purchased my 1937 Buick Century convertible in 1992, I discovered that the car came with only a partial history. Putting this mosaic of car

haul the engine in the late 1980s. Gary Stafford, also a Californian and club member, supplied additional data on this period of the car's history.

The Buick itself came with one clue, however. On the windshield there was a decal from the Chicagoland Buick Club. This telltale item suggested that the convertible, at least for part of its existence, had been owned by someone in Illinois.

While attending a BCA National Meet at Lisle, near Chicago in 1995, I met Ron Stigler (#432) who confirmed that my car had once belonged to George Behrens. It took some effort, but Ron located Behrens, now in retirement and living in Texas. As it turned out, Behrens had owned the car in the late 1970s.

His story became my major link to the past chain of ownership, at least for part of the story. Letters and telephone chats with George Behrens provided some critical details, especially on the middle decades of the car's existence.

One's own imagination provides another avenue to reconstruct the story, even in the absence of documentation. The original owner (*a resident of Illinois?*) probably purchased the car in the spring or summer of 1937. His or her name is lost. But we can assume that the buyer possessed some financial means in the depths of the Great Depression - a new Buick Century convertible was expensive, nearly twice the cost of a Ford or Chevrolet.

Such a car was not an ideal family car, so it is plausible the car was a second car in the garage or the purchase by single person with a flair for fast sporty cars (*the car came with many accessories, including radio and sidemounts*). It would be fun to return in a time machine to revisit the Buick showroom in 1937 to observe the initial transaction.

During World War II, at a time of fuel rationing, the Buick Century possessed only limited range. For that reason, whoever owned the low mileage Buick in the war years didn't venture too far from home, unless the windshield displayed a "C" gas ration sticker!

Once the war ended, Americans thirsted for new model cars, making the Buick 66C less valued, despite its beauty and performance. No doubt the car was sold more than once. These years, as we know, were the most dangerous for the survival of 1930's automobiles.

One letter from George Behrens helped me better understand some aspects of the post-war story. By the early 1950s, he remembered, a man living in Chicago purchased the convertible off a used car lot, no doubt for a rather low price. At some point, it was raced in time trials in the 1950's, perhaps by the same man, although there are no particulars or names associated with this curious aspect of the car's history. The story then becomes foggy once again - nothing is known of the Buick's history in the 1960s.

The next owner was a man who lived in Hensdale, Illinois; George could not remember his name after all these years, but indicated that this owner had acquired the car in the early 1970s. He disassembled the car and then began an energetic effort to restore it. But he soon lost his enthusiasm for the project. Once he placed the car on the market, George Behrens quickly bought it for the bargain price of

\$1,500. The only problem: George had to take the disassembled car home on a trailer.

George launched his restoration project in the late 1970s. His first goal was to make sure the Buick was in excellent running order, a task that proved to be relatively easy. He then repainted the car in the original maroon color. While always attentive to historical authenticity, George admitted he did make one mistake with the upholstery, selecting incorrectly a dark red vinyl (based on a surviving patch of upholstery). He also left the dash as he found it, which had been painted a dark brown, again another departure from originality.

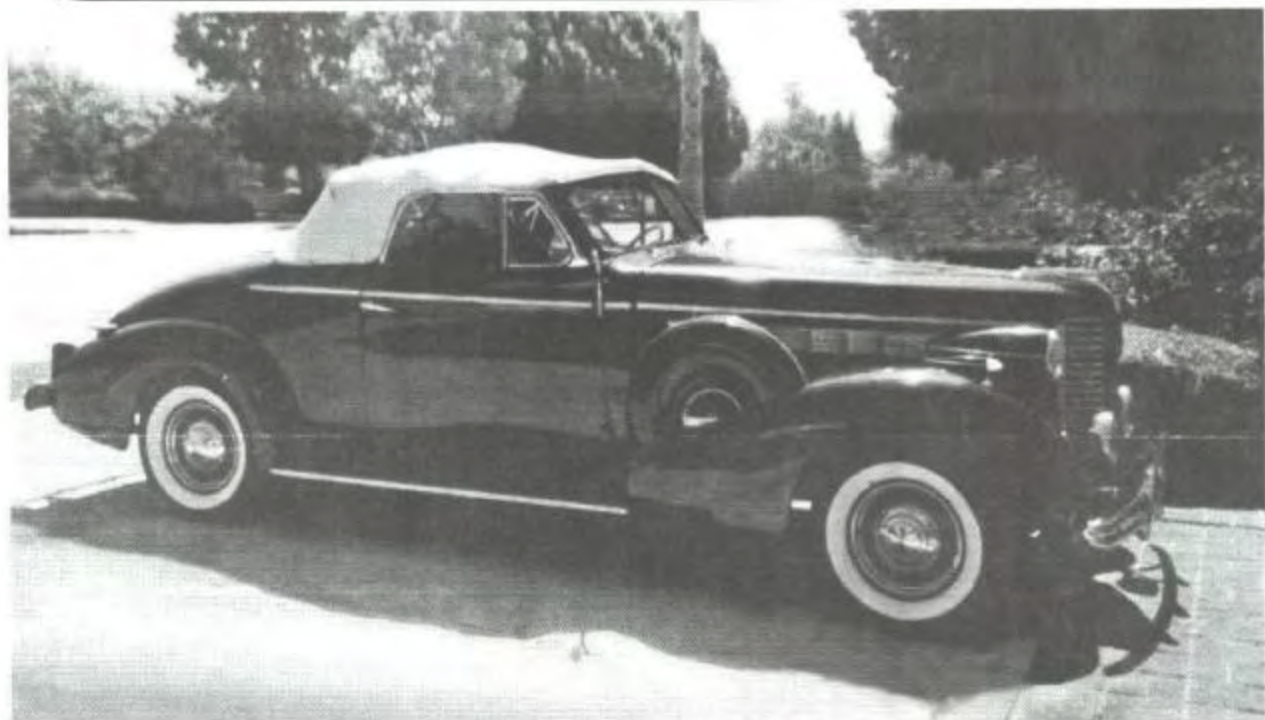
The George Behrens years were the critical ones for the Buick. It would be in this time frame that the Buick convertible was brought back to running condition and repainted. George always wanted his Buick to be a driver, not a pristine restored vehicle to be transported to car shows by trailer. He took great pleasure in driving the convertible, "it was a tremendous road car," he told me in one letter.

Once he pushed the car up to 85 mph on a flat stretch of highway, just to check out the legendary speed of the Buick Century. He noticed at this high speed that there was still space between the accelerator and the floor, but he chose not to push the matter any further. Today, as the current owner, I am always impressed with the ease this vintage convertible can cruise at 70-80 mph, whenever required.

In 1980, George reluctantly sold his Buick 66C for \$15,000. George could not reconstruct all the names of the subsequent owners in the Chicago area, although he remembered that a car dealer owned it at one point, a fact confirmed by Ron Stigler. The Buick convertible eventually made its way to an auction in Arizona in the 1980s, to set the stage for my own purchase of the car.

In 1996, George Behrens visited Washington DC with his grandson. This became a rare moment for him to see his old Buick again - and to take it for a cruise on the tree-shrouded George Washington Parkway above the Potomac River. Such an event prompts you to think that these antique cars are destined to pass through many owners, that at best we are temporary stewards. We are all united by the shared interest in the preservation of these antique cars. I have kept George briefed on all the upgrades I make on the car, even as he advises me on technical questions related to its restoration. The chain of ownership will extend into the future, for certain.

Greg Field's CENTURY



Greg Field (#1500) in Los Angeles bought this 1938 Century Convertible coupe Model 66C, Body number 118 in Montana in 1980.



It's black with red wheels and has the accessory sharktooth grille guard instead of the BUICK 8 bumper badge.



It has the correct rear window and accessory fold down rear bumper guard and dual exhausts.



It has red leather upholstery, a radio and deluxe heater.

Greg is shown cleaning the frame before painting and putting the body back on. Before he bought the car, someone had crushed both doors. Greg repaired them using the door skins off a '38 2-door sedan. The sedan doors were longer, so the repair is not perfect. Greg would like to purchase two '37 or '38 coupe or convertible coupe doors if any member has them for sale. You can reach Greg in Los Angeles at (310) 391-3727.



YOUR CAR IS A WAR CAR NOW

Gasoline Rationing on the Home Front

by Paul DeLucchi (#1246)-San Francisco, CA



To Save Tires Drive Under 35

- ✓ Share your car
- ✓ Check air pressure weekly
- ✓ Stop, start, turn slowly
- ✓ Cross-switch tires regularly

Is This Trip Really Necessary?

16-30921-1

"What does the A mean?" ...

Someone will ask, pointing to the paper sticker in the window of my 1938 Buick sedan. Gasoline rationing during World War II, I respond, but there is more to the story. Indeed, the main idea was to conserve rubber, not gasoline.

To save tires, drive under 35, instructs a slogan on the reverse side of the sticker. (Editor: My daughter used to love to ride in my old Buick and would always read the back of the A sticker and ask: "Is this trip really necessary?")

In May of 1942, the US Office of Price Administration (OPA) froze prices on practically all everyday goods, starting with sugar and coffee. War Ration Books were issued to each American family, dictating how much any one person could buy of any one item. The first nonfood item rationed was rubber.

The Japanese had seized plantations in the Dutch East Indies that produced 90% of America's raw rubber. President Franklin D. Roosevelt called on citizens to contribute scrap rubber, old tires, old rubber raincoats, garden hose, rubber shoes etc. The OPA established the Idle Tire Purchase Plan, and could deny Mileage Rations to anyone owning passenger tires not in use. The national maximum Victory Speed was 35 miles an hour.

Gasoline was rationed on May 15, 1942 on the east coast, and nationwide that December. The OPA issued various stickers to be affixed to the cars windshield. To get your classification and ration stamps, you had to certify to a local board that you needed gas and owned no more than five tires.

The **A** sticker was issued to owners whose use of their cars was nonessential.



Driving clubs or carpooling were encouraged. You could show your participation with this sticker.

Hand the pump jockey your Mileage Ration Book coupons and cash, and she (yes, female service station attendants) could sell you three or four gallons a week, no more. For nearly a year, **A** stickered cars were not to be driven for pleasure at all.

The green **B** sticker was for driving deemed essential to the war effort; industrial war workers, for example, could purchase eight gallons a week.

Red **C** stickers indicated physicians, ministers, mail carriers and railroad workers, and incidentally were the most counterfeited type.

T stickers were for truckers, and the rare **X** sticker went to Members of Congress and other VIPs.

This paperwork for a **C** sticker was for Dr. Cecil L. Betz of Los Angeles for his 1936 Oldsmobile.

Apparently there was some cheating, but this was socially unacceptable as well as illegal. The Mileage Ration folder warns drivers to write their cars license number on each coupon, **Endorsement Protects You and Helps Lick the Black Market.**

And, in the words of the day, There's a war on, you know. Every citizen, military or civilian, was to do their part. Even in the popular Warner Brothers cartoons, Daffy Duck exhorts the audience to Keep it under 40!, and Bugs Bunny's plunging airplane halts just before impact, out of gas as a consequence of the **A** sticker on its windshield.

Did rationing work? Generally it did. Consider that in the 1940's the automobile really wasn't the universal appliance it is now, so fuel

restriction was probably less onerous to the average civilian than the rationing of other goods. For many who served on the Home Front, rationing may be the most remembered daily aspect of the war.



VERIFICATION FOLDER LICENSE NUMBER: 509-58 EXPIRATION DATE: 7-17-45 EXPIRATION DATE: 7-17-45 EXPIRATION DATE: 7-17-45		WAR PRICE & RATIONING BOARD 6145 No. Figueroa St. Los Angeles 32, California BOARD: 1945
TOTAL NUMBER OF COUPONS ISSUED: 60 TO: Dr. Cecil L. Betz ADDRESS: 6216 Crestwood Way CITY AND STATE: Los Angeles, Cal.		Any Person Found... Mail or Return This... Nearest War Price & Rationing Board

Recommended reading:

- Mike Wright, *What They Didn't Teach You About World War II*, Presidio Press, 1998
- Marion Stegemen Hodgson, *Winning My Wings*, Naval Institute Press, 1996
- Stan Cohen, *V for Victory*, America's Home Front During World War II, 1991

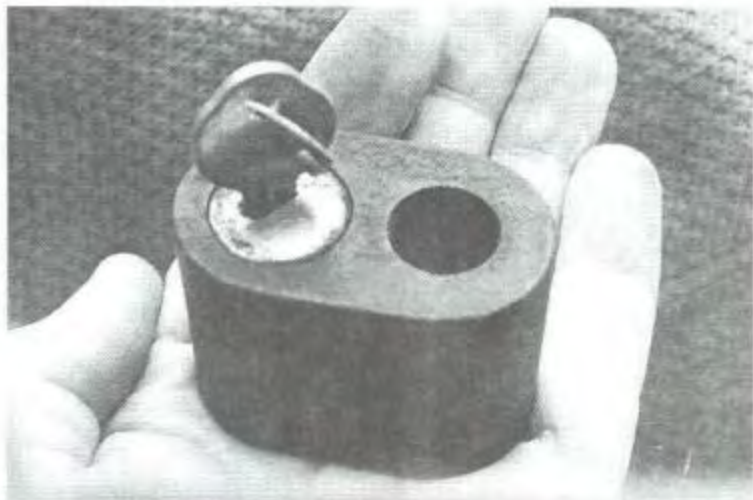


Technical TIPS

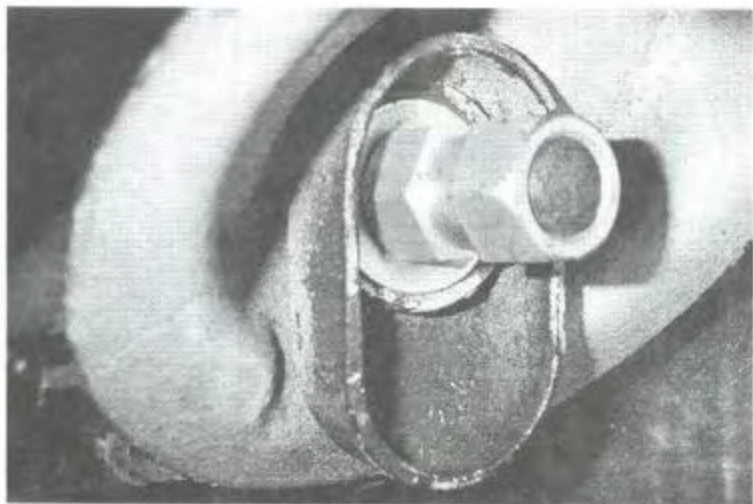
SIDEMOUNT LOCKS

By the Editor

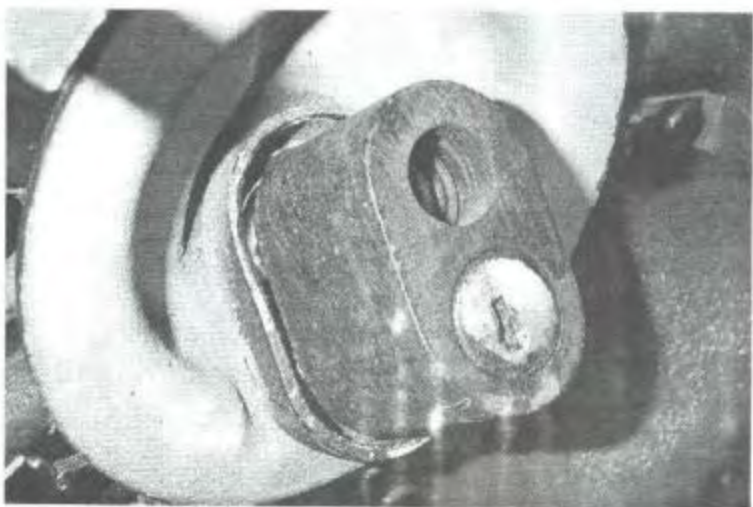
When you ordered your Buick with dual sidemounts, you also received two locks to prevent your tires from being stolen. Originally, the ignition key also opened the sidemount locks. But today many of the locks are not original to the car, so the ignition key will not open them. You will need a separate key.



The sidemount tire is held in place by a plate or disc that presses against the rim and is held in place by a special nut. If you're not worried about having your tires stolen, you really don't need the locks. They are hidden by the sidemount cover and are not seen.



The lock snaps over the special nut. A small piston in the lock engages a groove in the nut when the key is turned, locking it in place. I have been told that the Chevrolet Corvair used similar locks to hold their spare tires and that they will work on our side-mounted Buicks. Does any member have any more information on this?



REAR END SWAP

When I purchased my 1938 Special Sedan Model 48, it was for love of the design, and that it was a Buick. I didn't realize that the Specials came with a 4.44 standard differential. Having grown up with cars of that era, I suppose that I should have had an inkling. After all, in the time and place of my youth, most people only drove around 35-40 miles per hour. I don't think my Dad ever drove over 35. And during the War, the speed limit was reduced to 35, to save gas and rubber. Anyway, I was somewhat dismayed to read the rpm figures for various cruising speeds, as shown in the Owners Manual.

Then I learned that the Century's of '37 and '38 had a 3.90 rear end, and that they easily swapped with a Special. So, I began looking for a '38 Century set of gears. I answered one response to my ad, a little late, and the set was sold, but was told the seller had another set. I wrongly assumed these were from a '38 also, but as it turned out were from a '37 Century. If I had been a little smarter, I might have checked my Hollanders before the purchase instead of after, as that would have disclosed that the axles were not the same. In '38, all Special and Century's used the same axle, but they were not the same as the '37's.

Technical TIPS



By Pat Jacobs,
Snohomish, WA

After studying the Shop Manual, I decided that I did not have the time, or space to do this job. Both shop and garage are pretty full, so I asked Gene Sorensen, an auto repair shop owner, and fellow BCA member, if he could do the job. He agreed and the work was begun. When re-assembly was begun, Gene discovered that the side gears would not fit on the original axles, being about .040 larger in diameter than the hole. Further, the old side gears would not fit the '37 case as the bearing surfaces were larger. We pondered, and I decided to have the '38 gears turned down to fit the '37 case. Simple! Except, we then discovered that the '38 axles also would not go through the hole in the case, by a few thousandths of an inch. So then we had these machined out sufficiently to take the '38 axles. This worked, so now, with a new synchro ring, new clutch, and the 3.9 rear end, I am back on the road with a much more usable car. I haven't yet figured out how much the speedometer is off. I hope our members learn some things to be aware of if contemplating this conversion.

AFTERMARKET FOG LIGHTS

By the Editor

While Guide fog lights were the official Buick accessory, many after market suppliers also competed for the Buick owner's business. One of these companies was the K-D Lamp Co. of Cincinnati, Ohio. This ad for their Model No. 855 fog light appeared in the March, 1938 Auto Age magazine.

Joe Cobb (#957) in Oregon recently purchased two restored K-D Model No. 855 foglights for his 1938 Special Business Coupe. They make a nice addition to his car.



IT'S **OK** SAFETY LIGHTING

STRAIGHT LINE METHODS BRING FIRST LINE RESULTS

Ask any dealer about K-D and he'll tell you that K-D is the organization and products how straight to the line... in every way. It's quality first - when quality and again quality.

Results tell the story... for K-D is first in prestige, in volume, in strength of the products featured.

Write for catalog and K-D charts.

Model No. 855 Fog Lamp de Luxe
A beauty for looks... a name for service... a reputation for performance. Made in the U.S.A. for the motorist who demands the best. Safe, smart, sure and strong!

Model No. 604 Electric Flare
This automobile accessory, standard on the 1938 Buick, is a real safety device. It is a real safety device. It is a real safety device. It is a real safety device.

THE K-D LAMP CO. CINCINNATI, OHIO

1937 BUICK SUGGESTED RETAIL PRICES
5 WHEEL EQUIPMENT

	SERIES 40									
	40C CONV. PHAET.	41 4 DR. TOUR. SED.	44 2 DR. SED. PL.	45 BUS. COUPE	46C CONV. COUPE R.S.	48B SP. COUPE OP. S.	47 4 DR. SPT. SED.	48 2 DR. SED. TRK.	80C CONV. PHAET.	81 4 DR. TOUR. SED.
List Price Car	1145.00	870.00	810.00	765.00	905.00	825.00	845.00	835.00	1345.00	1060.00
List Price Std. Accessories	52.50	52.50	52.50	52.50	52.50	52.50	52.50	52.50	60.00	60.00
Delivery and Handling	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	35.00	35.00
Factory Handling	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
E.O.H.	30.30	24.15	22.80	21.75	24.90	23.10	23.55	23.35	35.45	29.00
Adjustment	.70	.85	.20	.25	.10	.90	.45	.65	.05	.05
Advertised "Delivered Price at Flint, Michigan."	1257.00	976.00	914.00	868.00	1011.00	930.00	950.00	940.00	1479.00	1188.00
Transp. to Dealer City	49.50	49.50	49.50	49.50	49.50	49.50	49.50	49.50	52.50	52.50
State and Local Tax at Dealer City (If Any)										
*Suggested Delivered Price at Dealer City	1306.50	1025.50	963.50	917.50	1060.50	979.50	999.50	989.50	1531.50	1240.50
*OPTIONAL ACCESSORIES AND EQUIPMENT										
Extra Group Accessories	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
Flexible Steering Wheel	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50
	1339.00	1058.00	996.00	950.00	1083.00	1012.00	1032.00	1022.00	1564.00	1273.00

6 WHEEL EQUIPMENT

	SERIES 40									80C CONV. PHAET.	81 4 DR. TOUR. SED.
	40C CONV. PHAET.	41 4 DR. TOUR. SED.	44 2 DR. SED. PL.	45 BUS. COUPE	46C CONV. COUPE R.S.	48B SP. COUPE OP. S.	47 4 DR. SPT. SED.	48 2 DR. SED. TRK.			
List Price Car	1145.00	870.00	810.00	765.00	905.00	825.00	845.00	835.00	1345.00	1060.00	
List Price Std. Accessories	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	100.00	100.00	
Delivery and Handling	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	35.00	35.00	
Factory Handling	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	
E.O.H.	31.65	25.50	24.15	23.10	26.25	24.45	24.90	24.70	36.85	30.40	
Adjustment	.85	—	.35	.40	.25	.05	.60	.80	.65	.05	
Advertised "Delivered Price at Flint, Michigan."	1301.00	1019.00	958.00	912.00	1055.00	973.00	994.00	984.00	1521.00	1229.00	
Transp. to Dealer City	49.50	49.50	49.50	49.50	49.50	49.50	49.50	49.50	52.50	52.50	
State and Local Tax at Dealer City (If Any)											
*Suggested Delivered Price at Dealer City	1350.50	1068.50	1007.50	961.50	1104.50	1022.50	1043.50	1033.50	1573.50	1281.50	
*OPTIONAL ACCESSORIES AND EQUIPMENT											
Extra Group Accessories	22.00	22.00	22.00	22.00	22.00	22.00	22.00	22.00	22.00	22.00	
Flexible Steering Wheel	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	
	1385.00	1103.00	1042.00	996.00	1139.00	1057.00	1076.00	1068.00	1608.00	1316.00	

*The retail purchaser has the right to buy the car at the "advertised delivered price at Flint, Mich.," with the addition of transportation to the local dealer state and local taxes, if any, without being required to buy optional accessories or equipment. Therefore, if accessories or equipment other than standard price on the car and the retail purchaser does not desire to buy such optional accessories and equipment, the dealer should order a car with only standard accessories and equipment as the retail buyer desires.

R DIVISION

Corporation

DETAIL DELIVERED PRICES

PAINTED WHEELS

DEALER CITY Framingham

STATE Mass.

DATE

ZONE Boston

SERIES 60					SERIES 80			SERIES 90			
64 2 DR. SED. PL.	66C CONV. COUPE R.S.	68B SP. COUPE OP. S.	67 4 DR. SPT. SED.	68 2 DR. SED. TRK.	80C** CONV. PHAE.	81 6 PASS. SEDAN	81F FORMAL SEDAN	90** 6 PASS. SEDAN	90L** 6 PASS. LIMO.	91** 6 PASS. SEDAN	91F** FORMAL SEDAN
1000.00	1095.00	1015.00	1035.00	1025.00	—	1275.00	1395.00	—	—	—	—
60.00	60.00	60.00	60.00	60.00	—	65.00	65.00	—	—	—	—
35.00	35.00	35.00	35.00	35.00	—	40.00	40.00	—	—	—	—
3.50	3.50	3.50	3.50	3.50	—	3.50	3.50	—	—	—	—
27.70	29.80	28.00	28.45	28.25	—	34.15	36.85	—	—	—	—
.80	.70	.50	.05	.25	—	.35	.65	—	—	—	—
1127.00	1224.00	1142.00	1162.00	1152.00	—	1418.00	1541.00	—	—	—	—
52.50	52.50	52.50	52.50	52.50	—	58.50	58.50	—	—	—	—
1179.50	1276.50	1194.50	1214.50	1204.50	—	1476.50	1599.50	—	—	—	—
20.00	20.00	20.00	20.00	20.00	—	22.00	22.00	—	—	—	—
12.50	12.50	12.50	12.50	12.50	—	12.50	12.50	—	—	—	—
1212.00	1309.00	1227.00	1247.00	1237.00	—	1511.00	1634.00	—	—	—	—

PAINTED WHEELS

SERIES 60					SERIES 80			SERIES 90			
64 2 DR. SED. PL.	66C CONV. COUPE R.S.	68B SP. COUPE OP. S.	67 4 DR. SPT. SED.	68 2 DR. SED. TRK.	80C** CONV. PHAE.	81 6 PASS. SEDAN	81F FORMAL SEDAN	90** 6 PASS. SEDAN	90L** 6 PASS. LIMO.	91** 6 PASS. SEDAN	91F** FORMAL SEDAN
1000.00	1095.00	1015.00	1035.00	1025.00	1565.00	1275.00	1395.00	1895.00	1995.00	1725.00	1895.00
100.00	100.00	100.00	100.00	100.00	105.00	105.00	105.00	140.00	140.00	140.00	140.00
35.00	35.00	35.00	35.00	35.00	40.00	40.00	40.00	50.00	50.00	50.00	50.00
3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
29.10	31.20	29.40	29.85	29.65	42.10	35.55	38.25	51.10	53.35	47.30	51.10
.40	.30	.10	.65	.85	.40	.95	.25	.40	.15	.20	.40
1168.00	1265.00	1183.00	1204.00	1194.00	1756.00	1460.00	1582.00	2140.00	2242.00	1966.00	2140.00
52.50	52.50	52.50	52.50	52.50	58.50	58.50	58.50	63.50	63.50	63.50	63.50
1220.50	1317.50	1235.50	1256.50	1246.50	1814.50	1518.50	1640.50	2203.50	2305.50	2029.50	2203.50
22.00	22.00	22.00	22.00	22.00	24.00	24.00	24.00	24.00	24.00	24.00	24.00
12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50	12.50
1255.00	1352.00	1270.00	1291.00	1281.00	1851.00	1555.00	1677.00	2240.00	2342.00	2066.00	2240.00

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**Models 80C, 90, 90L, 91, and 91F are available with six wheel equipment only.

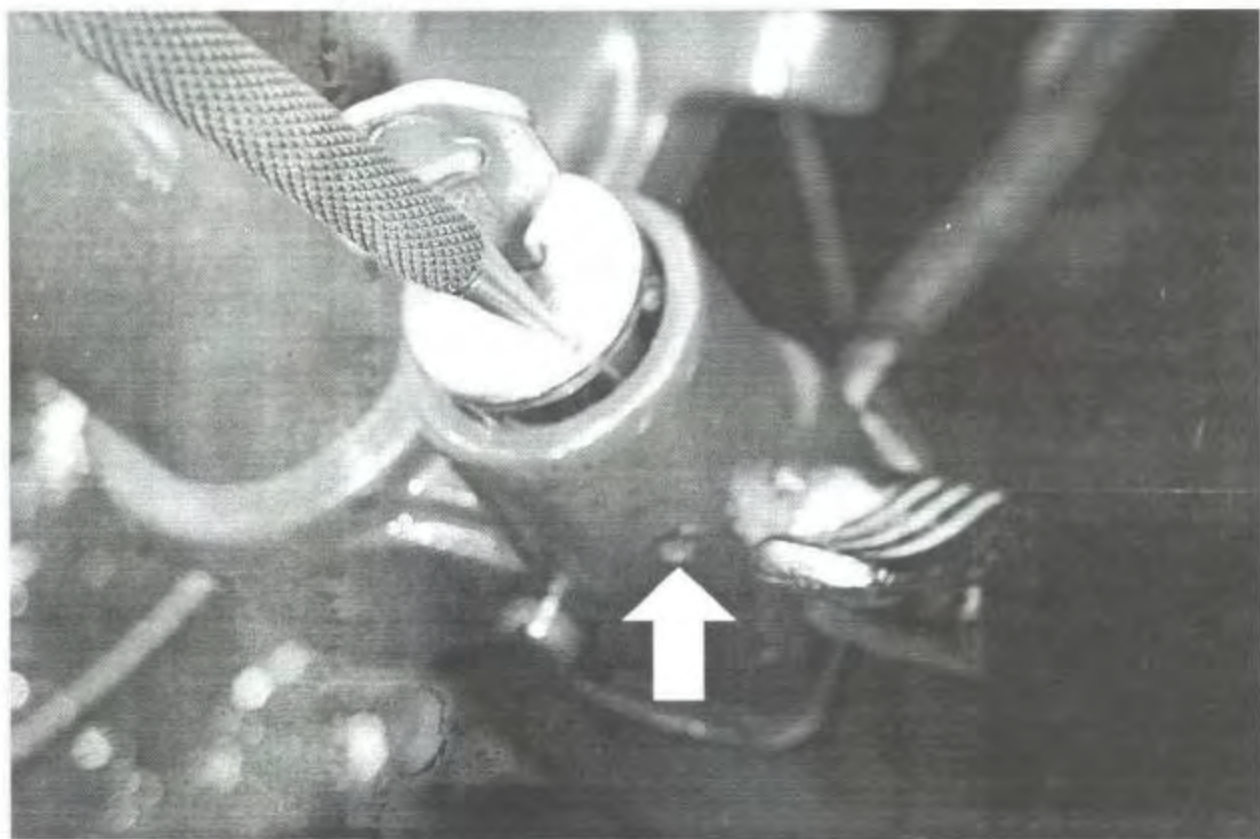
Thanks to **Andy Diem** (#852) in Washington, DC for sharing the
1937 Buick Suggested Retail Delivered Price List. Andy purchased the original at an eBay auction.



Technical TIPS

By the Editor

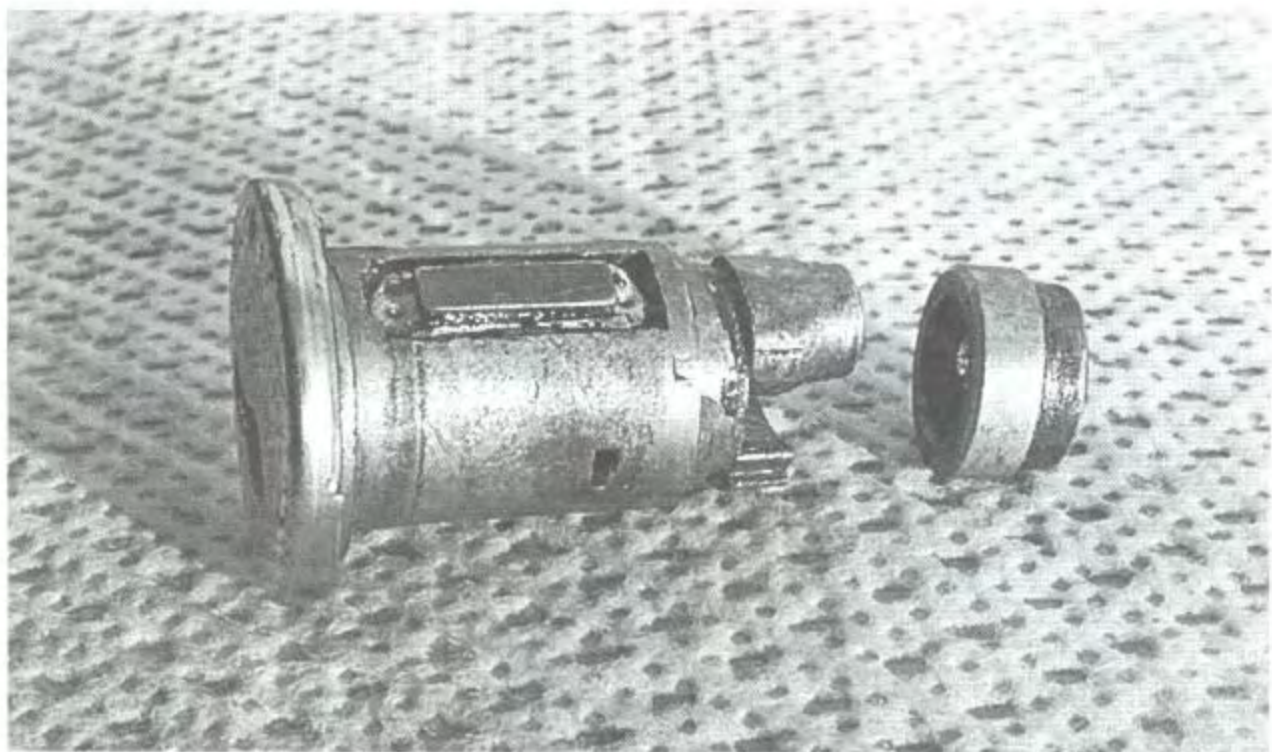
IGNITION LOCK REMOVAL



To remove the lock cylinder from the case, insert the key and turn clockwise until stop is reached. Insert stiff wire through hole in the face of the lock and depress plunger. Continue to turn key clockwise until lock cylinder can be removed. To remove the lock case, drive out pin shown with an arrow from inside of the case. If you are unable to do this or if the key will not turn the cylinder, remove the complete lock by drilling out the pin.

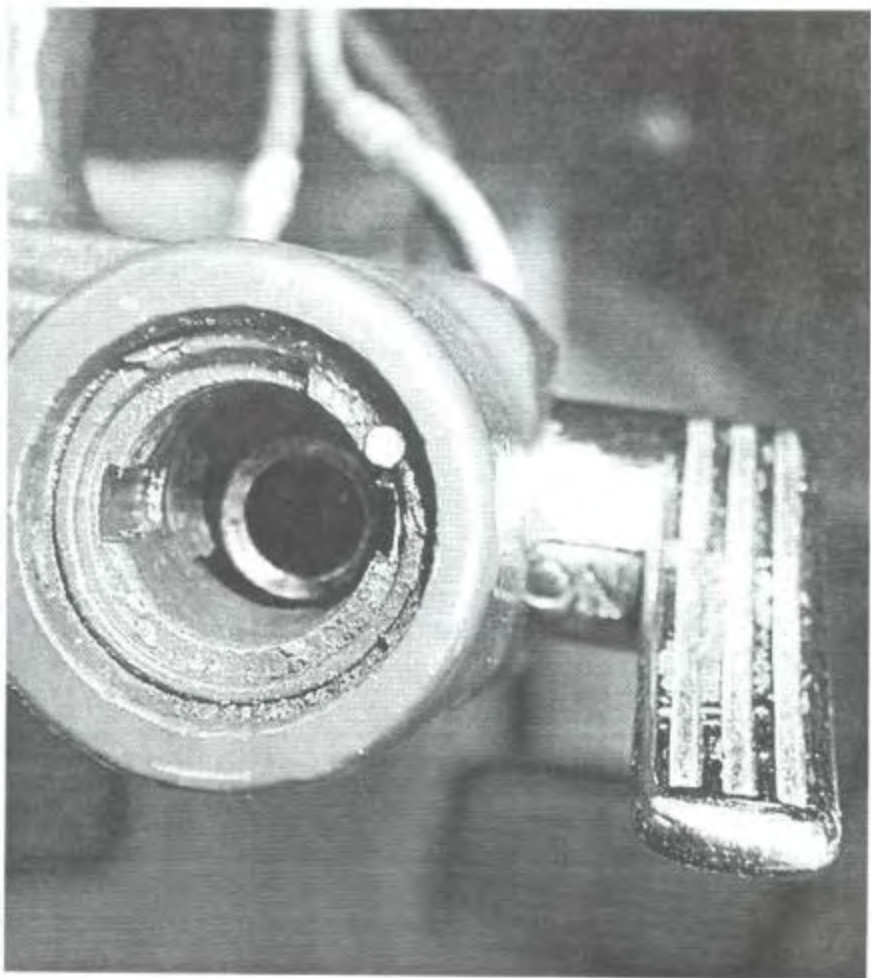


After you do this you will have three pieces. From left to right, the lock case, collar and cylinder.



The circular collar fits over the round prong at the back of the cylinder.

Most times you will not need to remove the lock case or collar, just the cylinder. This shows what you should see after cylinder removal. Both the case and collar are still inside the lock housing. To re-install the cylinder, line up the collar and cylinder prong. Push cylinder into place and turn counterclockwise until cylinder snaps into place.





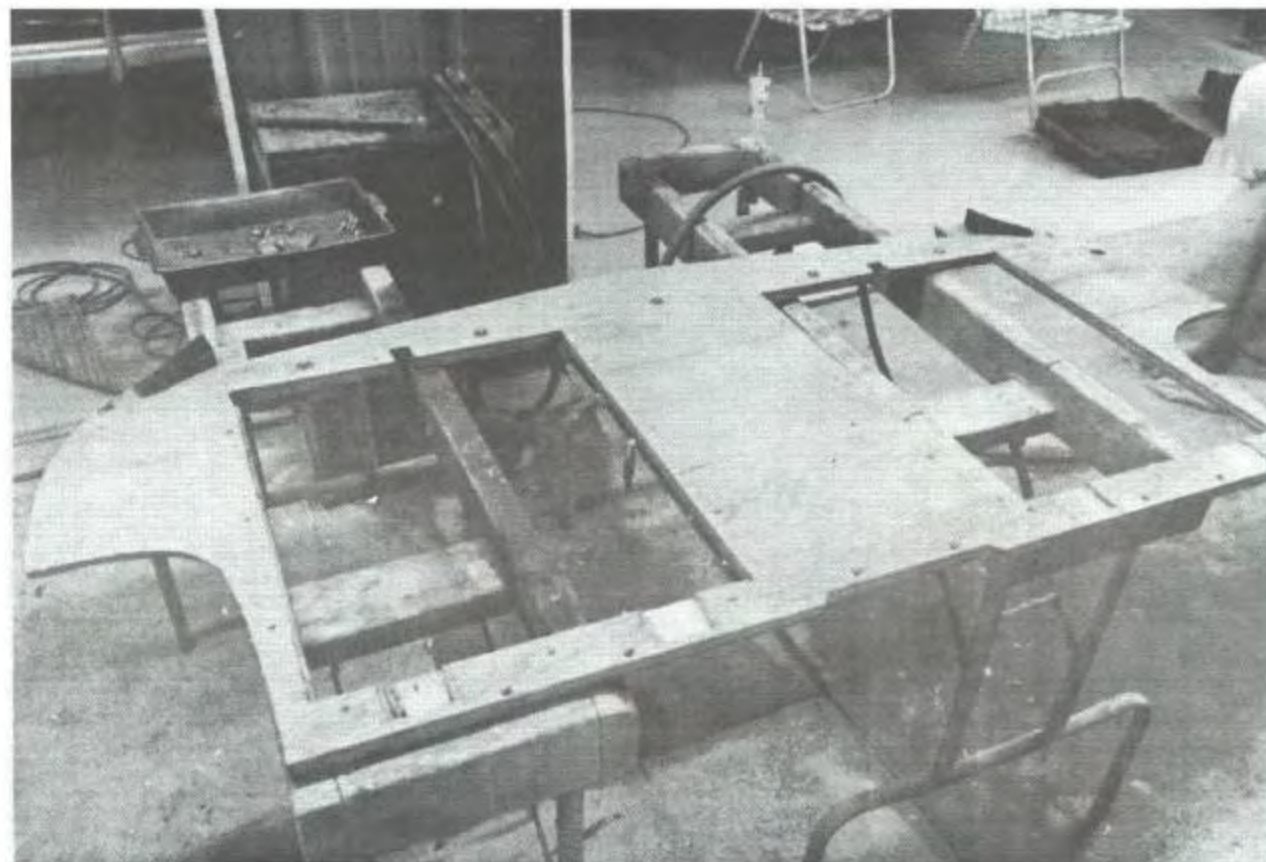
Technical TIPS

INSTALLING JUMP SEATS

By Christian Stickl (#1313)-Germany



The job is done and looks (almost) perfect. I have done everything myself, including the upholstery. But now from beginning: The floor sheet metal was quite corroded and ugly. So the first job was to take everything out, strip and sand the floor, chemically remove the last traces of rust and give it a real nice paint job. After I removed the rear panel cloth and carpets, I noticed that the plywood was falling apart. (ED: This is the plywood partition that divides the passenger and trunk compartments. It holds the two folding jump seats).



Removing the rear plywood panel in one piece was a little tricky, but I needed it for making a new one. I used a 19 layer plywood sheet that I cut and painted black.



The second interesting part was to restore the old set of jump seats. I sandblasted and painted the metal cases that fit in the plywood panel. When sandblasting the thin sheet metal trays, be careful not to stretch it. When I took the upholstery apart and restored the jump seats springs, I had to remove a mummified rat. God knows how long it was in there. As the springs and the wood of the seats were in good shape, I re-used them.

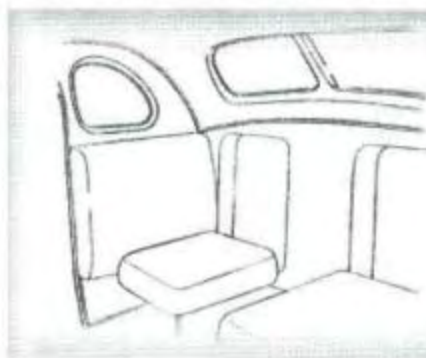
In the meantime I brought all metal parts that are visible from the outside to the chrome shop for new plating - what a difference!

The real tricky part was the complete upholstery job. I bought the upholstery kit from Hampton Coach and I must say, it is excellent quality, everything pre-tailored and fit well. But it didn't

come with directions for beginners like me. So I had asked them many questions by e-mail. They were really fast and helpful with their answers.

Getting the right tension into the seat springs and the upholstery cloth, so that everything looks even and aligned takes some experience. Looking closely, you can see the difference between the first and second seat I did. The second seat benefited from what I learned doing the first one.

Then I assembled everything. It took brute force to press the seats into their upright position and lock them in the trays, but now that the upholstery foam and cotton have settled, the seats fold and lock in easily. Now my little son Nicolas has his choice of seats when we go for a ride in my '37 Business, whoops, I mean Sport Coupe.



A coupe is made to handle four in comfort by this ingenious provision of two opera seats.

From the 1937 Buick color sales brochure

WELCOME New Members

Grant Brown (#1620)
384 Caterina Heights
Concord, MA 01742
38-41

John Steckbeck (#1621)
200 W. Superior St.
Fort Wayne, IN 46802
38-46C w/French body

James Athans (#1622)
123 Cedar Point Drive
Williams Bay, WI 53191
38-66C

David Tinklepaugh (#1623)
105 Stahl Rd.
Getzville, NY 14068

Verne Critchfield (#1624)
20379 Shelburne Glebe Rd.
Purcellville, VA 20132
38-90

Paul Dow (#1625)
1014 Highland
Dunedin, FL 34698
37-46S

Rick Tewalt (#1626)
69188 goodrich Rd.
Sisters, OR 97759
37-47

James Jaeger (#1627)
4947 Fairhill Dr. S.E.
Buffalo, MN 55313

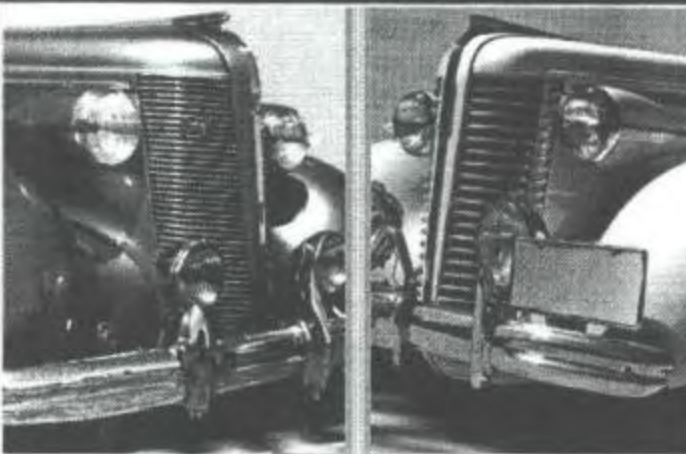
Owen Gregory (#1628)
3016 Sawyer Mill Drive
Apex, NC 27502
38-41
38-47

William McLin (#1629)
Merriman & Co.
468 M St. SW
Washington, DC 20024

Jeff Morris (#108)*
1450 Universal Road
Columbus, OH 43207
38-41
38-46

*Former member rejoining

The 1937/38 Buick Story



TO ORDER:
Send check or money order
for \$30 (per book),
made payable to
"Walter Bruegger"

AND SENT TO:
Walter Bruegger
2432 Bridwell Way
Hayward, CA 94545

Welcome to 24 months of power-packed
drama when new 1937 and then 1938
Buick blazed a path of demand and glory
across the America consciousness.

TOTAL COST:
just \$30 per book
(includes 1st class postage)

**FOREIGN
ORDERS**
please ADD
\$5 for handling

This is the complete story of the 1937 and 1938 Buick during the 24 month period when they were available brand new to the buying public. Containing over 100 original ads from those two classic years of Buick style and beauty, this "must-have" book goes beyond being only a collection of the dynamic ads Buick ran in both national and local newspapers and major periodicals during those glory years. The book also covers in great detail the course of events that would go on to make these two model years the most "classically" regarded of all collected Buicks.

Don't delay, order today!

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• 1938 SPECIAL PARTS

Dashboard	\$90
Radiator	\$100
Rear gravel guard	\$100
Grille	\$75
Center nose stainless strip	\$125
Parking light chrome	\$75 pair
Used Marvel carburetor	\$90
Clock	\$35
Aftermarket heater	\$75
Front vent window	\$45
Rear vent window	\$45
Garnish molding	\$20 each
Intake and exhaust manifold	\$100
Head	\$100
Doors (4 doors)	\$50 each
Hood hinge	\$75
Trunk lid	\$75
Front fender braces	\$35 each
Dashboard chrome	\$35
Exterior belt moldings	\$25 each

Jay Kassakian

The Carpet Gallery

117 Water Street

Route 206 North

Newton, NJ 07860

Phone: (973)383-0814 (home)

• 1938 ROADMASTER MODEL 81 PARTS

Bumper brackets	\$100 set
Dashboard	\$65
Emergency brake handle (bead blasted & painted)	\$45
Foot rest (rear floor) with brackets	\$50
Gas tank straps	\$50 pr.
Grille halves (l&r)	\$55 pr.
Headlight buckets	\$20 ea.
Headliner bows	\$45 set
Hood sides	\$110 pr.

Hood side trim	\$40 pr.
Hood top pieces	\$135 pr.
Mudguard (inside rear fender)	\$40
Nose piece	\$50
Pedal assembly	\$50
Radiator "U" with headlight panels	\$80
Rear window reveal moldings	\$50 pr.
Running boards (3 sets) prices per set	\$60 to \$140
Running board brackets (bead blasted & primed)	\$50
Seat roller bar (front)	\$20
Timing chain cover	\$40
Torque ball cover	\$40
Transmission case only	\$25
Transmission Mount	\$45
Valve cover	\$75
Window garnish molding (inside frames)	\$120 set*
*(missing left rear)	

• **ALSO FOR SALE:**

Weight Distributing Trailer Hitch. EAS-LIFT 750.

Used to distribute load between truck & trailer. Especially useful when pulling 5,000 lb. or more gross trailer/car weight with 1/2 ton truck. (keeps your front wheels on the ground, eliminates sway) Includes ball, tension bars, chains and hitch mount.

Original cost \$300. Asking.....\$150.

• **1939 PARTS :** from Model 41 (Special) parts car

Air cleaner	\$55
Beltline stainless	\$130 set
Domelight fixture, no lenses	\$15
Door, right front	\$75
Engine head	\$75
Fan with pulley	\$35
Fuel pump	\$35
Headlight lenses	\$40 pr.
Headliner bows	\$45 set
Inner fenders	\$40 pr.
License plate frame, rear	\$20
Manifolds, intake & exhaust	\$50
Radio grille	\$12
Rods (13) NOS part # 1393317	\$75 all 13
Runningboard brackets	\$40 set
Stabilizer bar & brackets, front	\$40
Starter	\$75
Starter mudshield	\$25
Taillight housing, right side	\$20
Throttle cable	\$10
Timing chain cover	\$35
Valve cover	\$45
Water pump	\$25
Window garnish moldings	\$110 set
Wiper motor	\$30

• **1941 PARTS**

NOS small series front exhaust piece..... (part #1321123-2)	\$225
Dual carburetor air cleaner.....	\$125
Bill Rossiter (#947) 16165 Reiner Circle Riverside, California 92504 (909) 789-0022	

• **1938 SPECIAL 4 DOOR SEDAN:**

- Complete front and rear seats • Complete front suspension wheel to wheel
 - 16 in wheels w/ trim rings and hubcaps • Complete rear end wheel to wheel
 - 16 in wheels w/ trim rings and hubcaps • Torque tube • 3 speed transmission w/ shifter
 - Straight 8 motor-was running when taken out of car
 - 1- left and right alum, grille • 1- left and right cast grille
- Contact Bob Nelson @ BNBK3@aol.com
I am located in central Illinois.

• **1937 & 11938 PARTS:**

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

Coupe & convertible rear fenders, good used condition.....	\$175 each
SPECIAL hood name plates.....	\$40 pair
Large Series AA-2 Carburetor, complete.....	\$300
Cigar lighters.....	\$25
CENTURY sidemounts, complete.....	\$1,200
Coupe & convertible coupe seat.....	\$200
40/60 Series rear brake cables, good condition.....	\$40 pair
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$30
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$20
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick crest badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

• **1938 PARTS**

Slant back sedan trunk lid	\$175
Slant back sedan rear vent windows	\$100 pair
Headlights, complete originals including lenses	\$300
Grille, good original condition	\$200
Nose stainless, very nice	\$150
SPECIAL generator	\$75
Coupe & convertible seat, complete	\$200
Coupe trunk handle assembly, complete	\$100
NOS left taillight housing and base, no lens	\$35
CENTURY motor, complete long block	\$500
LIMITED door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
SPECIAL hood lettering	\$20 pair
Rear license plate stand, bracket & light for sedan	\$45
Assist straps with screws	\$10 each
Throttle cable	\$20
SPECIAL radiator	\$75
Battery tray	\$20
SPECIAL manifold, complete	\$75
SPECIAL hood sides & tops	\$25 each
CENTURY radiator	\$100
Owners manual and other misc. original glove box literature	\$75
Hubcaps, used	\$25
Clock	\$40
CENTURY splash pans	\$100 pair
Cigarette lighter, complete	\$25
Hood, complete with center hood hinge	\$200
Trunk emblem	\$50

• **1937 & 1938 PARTS**

40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
SPECIAL air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each
Trunk hinges	\$50 pair
Front arm rests	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors	\$15
SPECIAL rear motor mounts	\$25
CENTURY rear motor mounts	\$35
40 & 60 4 dr. sedan doors	\$75 each
Front vent window frames & mechanisms	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
Headlight adjusting buckets	\$100 pair
LIMITED dome light	\$65

Dave Tacheny (#997)

11949 Oregon Ave. N., Champlin, MN 55316

(763) 427-3460

(continued Parts For Sale from page 26)

• **1940 ROLLING CHASSIS**

1940 Buick Special Rolling Chassis. Frame number 1-3622064. Has wheels, tires, starter, distributor, transmission and drive train and rear end. Located in Kirkland Washington. (About 10 minutes outside of Seattle)

FREE!

David Jacobs

Phone: (425) 889-8789

E-mail: v-davidj@windows.microsoft.com



Parts WANTED

• **PARTS WANTED:**

Set of right and left hand trunk hinges for a 1937 Roadmaster Model 81

Tom Greer (#1378)

499 Hubbardston Road

Princeton, MA 01541

E-MAIL: wtgreer@ekmail.com

<mailto:wtgreer@ekmail.com>

Cars FOR SALE

• **FOR SALE: 1938 SPECIAL**

1938 Special Sedan

Very clean. All original. Always garaged. 77,000 miles. Has not been driven since my high school graduation in 1977.

\$6,500

Moe (in California)

E-mail: MOEMOEDOG@cs.com

Cars WANTED

• **WANTED:**

1938 46 C with or without sidemounts...Prefer without.

Harold J. Cohen (#1322)

3961 South Hudson Way, Englewood, CO 80110

Phone: (303) 757-4030

E-mail....Pletzell@aol.com

• **WANTED:**

1937 Coupe in good condition

Paul Dow

1014 Highland

Dunedin, FL 34698

Phone: (727) 734-7733

1938 BUICK SPECIALS BY VICTORY MODELS

New Price
for convertibles
\$135.00
each

NEW



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



1/43 RD
SCALE

NEW



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

CATALOG
#34
\$2.00

VISA



VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

Cars FOR SALE

• FOR SALE: 1938 LIMITED



Black, brown interior, restored in 1973 and well cared for since. Dual sidemounts. Featured in the film "The Tuskegee Airmen."

\$35,000

Virginia Boyd, Ft. Smith, Arizona
Telephone: (501) 782-5226

• FOR SALE: 1938 SPECIAL

2-door trunk back sedan model 48. Restored 13 years ago. Very good running condition. A few extra parts included
\$18,000

Lester Stephenson (#19)
6158 Sundra Circle
E. Petersburg, PA 17520
Phone: (717) 569-3059 after 4 pm EST



• FOR SALE: 1938 ROADMASTER CONVERTIBLE



1938 Roadmaster
Convertible Sedan
Model 80C

Dual sidemounts, heater and radio.
Needs complete restoration.

\$14,500

The Pipe Creek Trading Company
3959 Old Taneytown Rd
Taneytown, MD 21787
Phone: (410)751-5500
Fax: (410)756-2255
Email: info@pipecreektrading.com

• FOR SALE: 1937 SPECIAL

1937 Special Rumble seat convertible coupe. Needs complete restoration. 1937 Special 4-door sedan parts car included.
\$9,800.

Also 1931 Roadster Model 55, needs total restoration....**\$9,400.**

J. B. Whitehead (#1416)
189 Exeter road, Hampton Falls, NH 03844
Phone: (603) 775-7572

• FOR SALE: 1938 CENTURY

1938 Century 4 door Touring Sedan Model 61. Needs complete restoration, very solid body, straight frame, engine turns.
\$2,500 Email for pictures.

Pierce Fleming in Minnesota
Phone: (763) 374-1789
Email: psfleming@mn.mediaone.net

• **FOR SALE: 1938 SPECIAL**



1938 Buick 4-Door Sedan Model 41 Van Gogh green. Original interior. Rebuilt engine. Fog lights, radio, heater & defroster, turn signals incorporated in parking lights, 3.9 ring and pinion gears, shark tooth grille guard. This '38 and my '65 Electra 4-door sedan and '67 Riviera will be at my auction May 11, 2002. For information and description, contact:

Norby's Auctioneer Service
3247 Nightingale St., Mora, MN 55051
Phone: (320) 679-2944
OR
James Rufener (#767)
19612 Salmanson River Road
Mora, MN 55051
Email: jimofkl@ncis.com

• **FOR SALE: 1937 ROADMASTERS**

1937 Roadmaster Convertible Sedan Model 80C. Chassis painted and restored. Rebuilt engine, running gear, steering, suspension, 4 new wide white wall tires. Straight, rust-free primed body off chassis. Nice fenders including dual sidemounts. New Acuff running boards. New wood in body. Needs paint, upholstery, assembly.

\$27,000

ALSO —

1937 Roadmaster Convertible Sedan Model 80C. Project car. Missing some parts. Good floors and plain fenders. Good grille, hood, decklid. Rebuilt engine. 4 new blackwall tires. New brake hydraulic system. Good transmission, clutch and rearend. Drive onto your trailer. Needs rusty doors repaired and repair to back body section. Needs restoration.

\$6,450

Dave Powers (#894)
27732 Paseo Barona
San Juan Capistrano, CA 92675
Phone (949) 493-1199 evenings
Email: davepowers@home.com

• **FOR SALE: 1937 SPECIAL**



1937 Buick Special 4-Door Trunk Back Sedan Model 41 with 78,000 miles. It was garage kept for 30 years, has new whitewall tires, accessory front grille guard and a tune-up. After-market heater. It runs perfectly, and has no rust. All of the electrical components work as well as the gauges. All glass is in good condition and is all original. I am the 3rd owner.

\$9,950 obo

David Bales Jr.
Phone: (423) 562-8431
or (423) 566-4343 in Tennessee
Email: scbaker@icx.net

• **FOR SALE: 1938 CENTURY**



1938 Century Sports Phaeton Model 60C Fisher body, right hand drive with sidemounts, all mechanicals restored including new 3.9 to 1 ring and pinion gears, German leather upholstery, Tan Stayfast top from Bill Hirsh, maroon acrylic lacquer paint, www radial tires. Car has had a body off restoration. All parts bought in USA. Opportunity to gain this rare example at bargain price. See story on this car in the July/August, 2000 Torque Tube. More photos on Web site: <http://www.buickclub.org.au>

\$32,500 US

Bill Denney (#863)
114 Camden Head Road, Dick's Hill, NSW
2443 Australia
Phone: 011 61 2 65 599047
(phone number corrected from last issue)
Email: endel@fasternet.com.au

FAX (805) 434-2626



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Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
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TRUNK SEAL-SEDANS, 1/2" Wide:

Ser. 80-90.....TW-371.....	\$44.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$44.50

TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.10 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....CB-343BK.....	\$6.75 ea.
Brown.....CB-343BN.....	\$7.25 ea.

PEDAL FLOOR SEALS: All Models

FS-375.....	\$12.95 pr.
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1937 ONLY! ACCELERATOR PEDAL Ser. 40-60

Black.....AP-37B.....	\$34.25
Brown.....AP-37BN.....	\$39.00

SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.75
Brown.....	\$18.50
Series 80-90 Black Only.....	\$10.50

DOOR SILLS: Trim To Fit

2-Door.....	\$72.00 pr.
4-Door.....	\$108.00 set

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TORQUE BALL SEAL KIT: All Models

TBK-343.....	\$28.75
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VISOR "VANITY" MIRROR

VM-379.....	\$28.50 ea.
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LF-333P.....	\$62.00 Pair
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FRONT END PARTS For 40-60 Series:

Upper Outer Kit.....	\$39.50
King Pin Sets.....	\$42.50
Lower Inner Bushings.....	\$22.50
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.....RADIO.....RG-37.....	\$28
.....CLOCK.....CG-37.....	\$28
1938.....SPEEDO.....DG-38.....	\$39
.....RADIO.....RG-38.....	\$28
.....CLOCK.....CG-38.....	\$28

PLASTIC DASH KNOBS.....DK-37/8.....\$6.00

PLASTIC DOOR HANDLE and Window

Winder Rings.....HE-37/8.....\$6.00

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SEAL.....DH-381.....\$9.75

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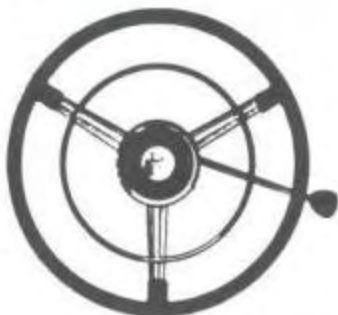
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